

## 6. Master Plan Alternatives



# Master Plan Alternatives

The alternatives contained on the following pages represent a range of potential future uses and functions for the Upland, Waterfront, and Stone Way Pier parcels. Significant input for these alternatives was gathered during Stakeholder Working Group sessions and a public workshop held during the summer of 2004. Opportunities and Constraints were also generated during these processes.

The following alternatives are identified:

## Upland Parcel

- 1 - Community Center
- 2 - Lake Union WaterShed Aquatic Center
- 3 - Metro Transit Co-Location with Other Uses
- 4 - Private Commercial / Industrial Use
- 5 - Private Mixed Use Upper /  
Future Government Agency Use Lower
- 6 - Private Residential Mixed Use
- 7 - Continued Current Use - (North Facilities  
Maintenance)

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## Waterfront Parcel

- 1 - Harbor Patrol / Fire Boat
- 2 - Historic Vessel Repair
- 3 - Private Commercial / Industrial Use
- 4 - Private Commercial / Industrial Use  
Co-Located with Public Community Use
- 5 - Public Open Space
- 6 - Waterborne Transit
- 7 - Continued Current Use

## Stone Way Pier Parcel

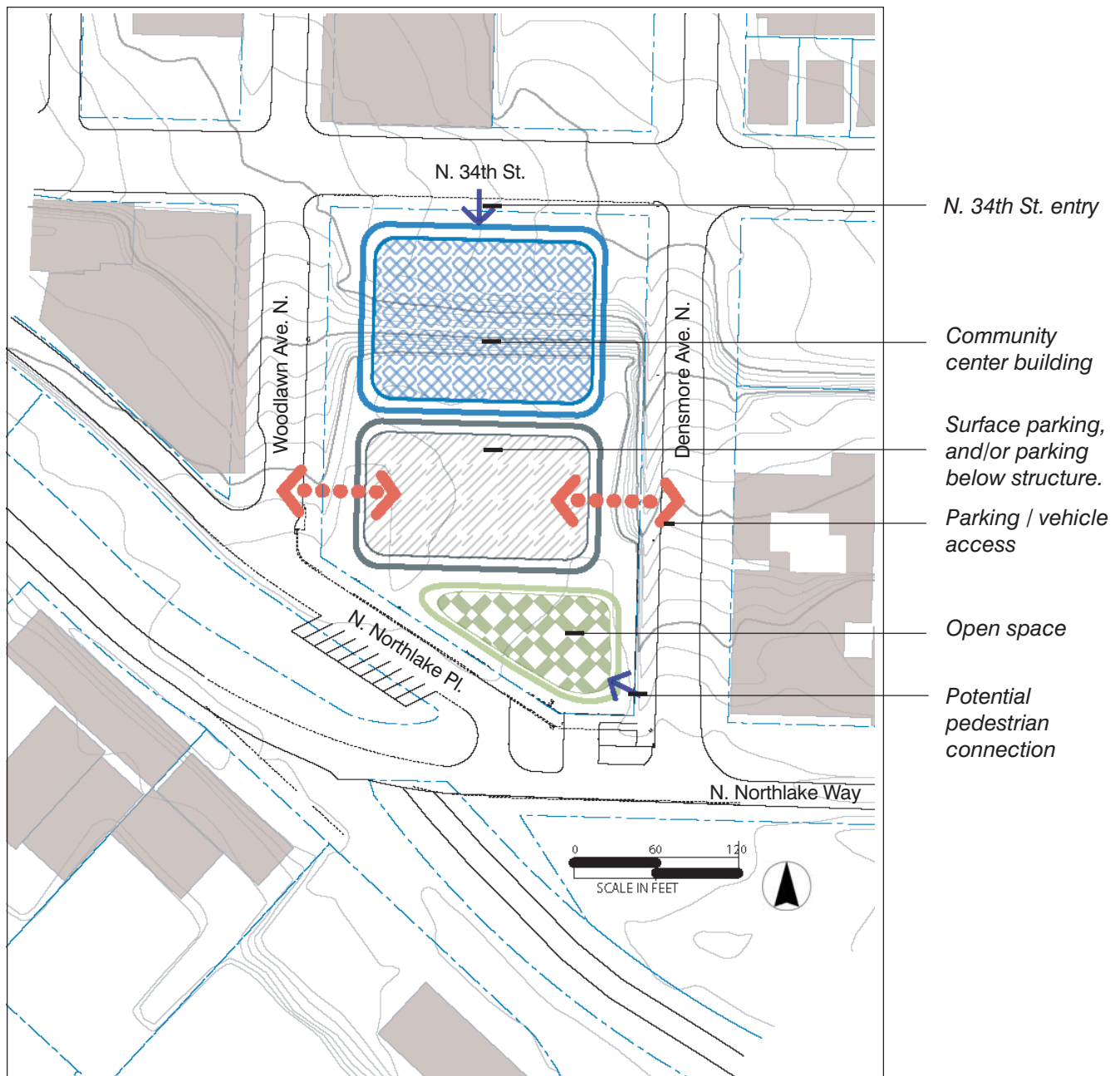
- 1 - Public Open Space / Salmon Pier
- 2 - Waterborne Transit / Public Open Space
- 3 - Waterborne Transit / Private Commercial Use
- 4 - Continued Current Use

# Upland: 1

## COMMUNITY CENTER (TRADITIONAL)

### Summary

During the Stakeholder Working Group meetings and the Public Workshop, the community center alternative emerged. The Community Center fulfills a neighborhood need for meeting space and provides features that may include ball courts, tennis courts, an exercise facility, or a youth center. This alternative assumes a new community center of roughly 50,000 gross square feet may be accommodated on site.







*Example: Traditional community center.*

## Alternative 1 Pros

- Keeps property in the public domain
- Important link in green space network
- Undergoes design review for bulk and shape
- Public space adjacent to regional non-motorized transportation corridor, and on a bus line
- Meets high demand for community meeting space
- Fulfills need for a community center in the Fremont / South Wallingford area
- Accessible location in a dense residential area

## Alternative 1 Cons

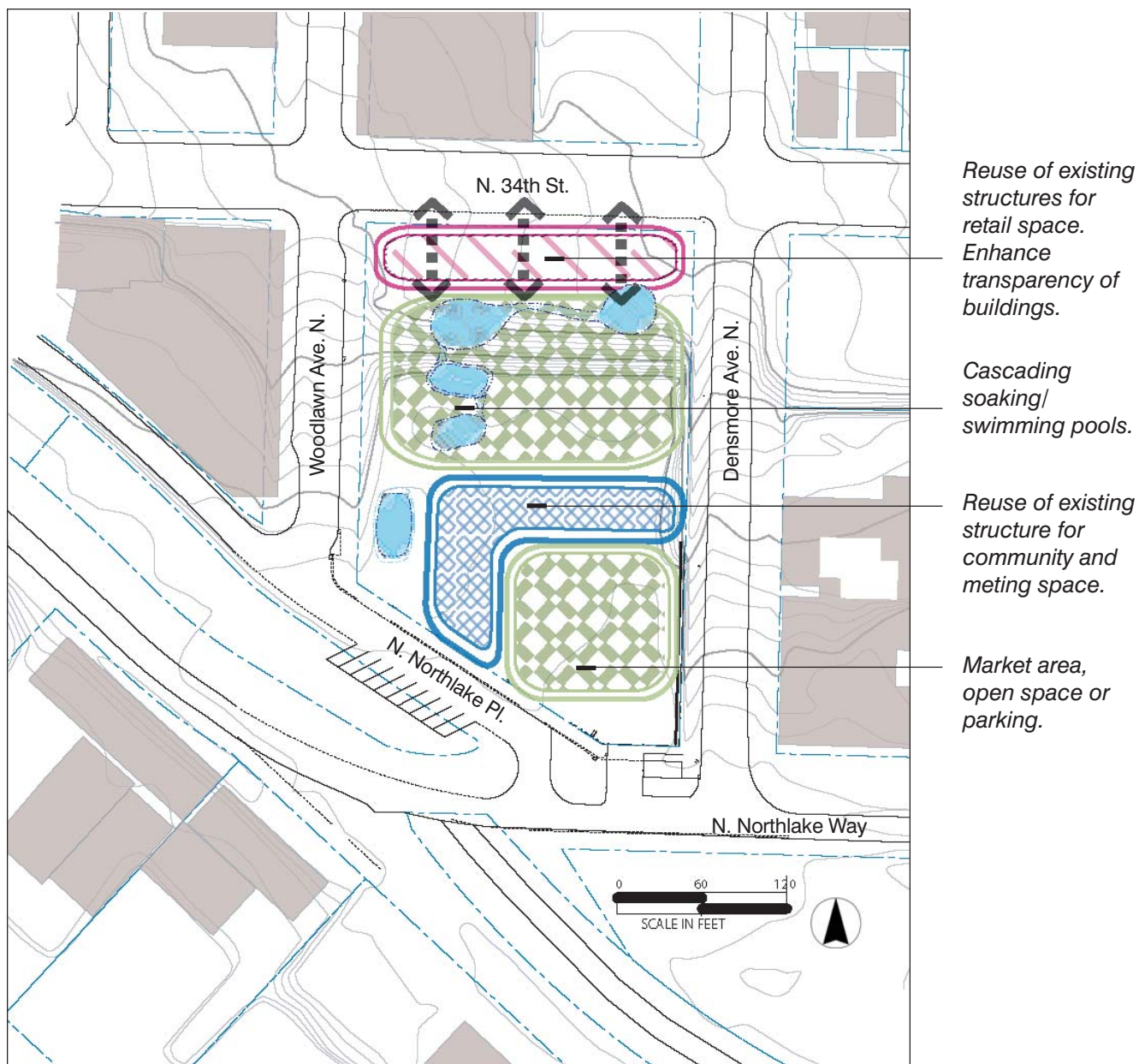
- Weak revenue generator for King County and Metro Transit relocation costs
- Public view blockage with new construction
- Challenge to accommodate parking on site
- Significant additional traffic impact
- Public or non-profit capital required for construction, operation and maintenance
- Not compatible with nearby maritime industrial uses
- Cost of higher standard of environmental cleanup
- Not a central location for community services to all of Fremont / Wallingford
- Site does not neatly fit community center model since there is no space for outdoor playfields

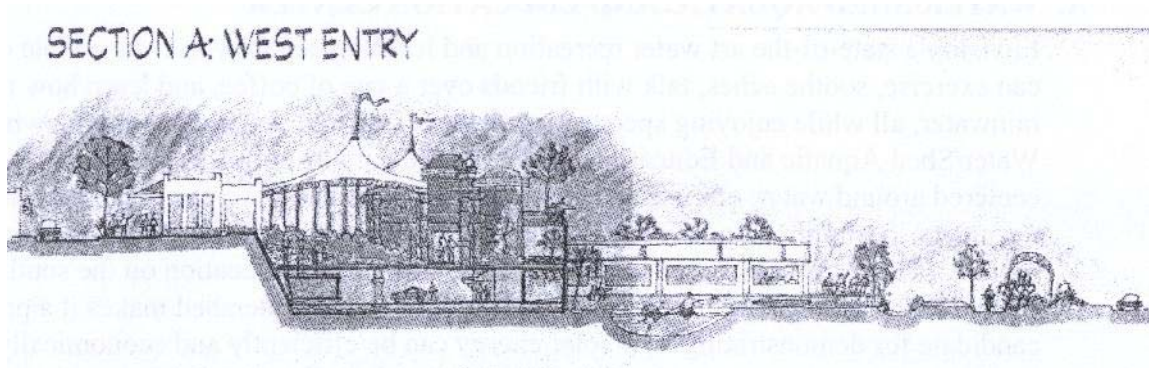
## Upland: 2

### WATERSHED AQUATIC CENTER

#### Summary

The Watershed Aquatic Center alternative was originally envisioned in the Draft South Wallingford Neighborhood Plan Amendment. The Watershed Aquatic Center is a non-traditional community center that celebrates water and environmental sustainability. Existing structures are reused for meeting spaces and educational facilities. The garage structure along N. 34th St. is reused for retail space. A series of cascading pools are envisioned. The suggested ownership and operation of the center is by a non-profit agency with public partnership.





***From Draft South Wallingford Neighborhood Plan Amendment.***  
*Schematic section of Watershed Aquatic Center.*

## Alternative 2 Pros

- Keeps property in public domain
- Important link in green space network
- Public space adjacent to regional non-motorized transportation corridor, and on a bus line
- Demonstrates environmental sustainability (Renewable energies, natural drainage etc.)
- Preserves views by reusing existing buildings on N. 34th St.
- Opportunity to clean stormwater before entering into Lake Union
- No disturbance of capped soils
- Fulfills demand for swimming / soaking pools in the area
- Illustrates transition from 'dirty' energy (oil) to sustainable energies
- Combines education and meeting spaces
- Potential partnerships with public and multiple non-profit agencies
- N. 34th St. neighborhood commercial may be incorporated
- Mixed use on N. 34th St. consistent with neighborhood planning
- Potential co-location of some city offices
- Consistent with neighborhood planning

## Alternative 2 Cons

- Weak revenue generator for King County and Metro Transit relocation costs
- Challenge to accommodate parking on site
- Significant additional traffic impact
- Public or non-profit capital required for renovation, operation and maintenance
- Questions of compatibility with remaining site contamination

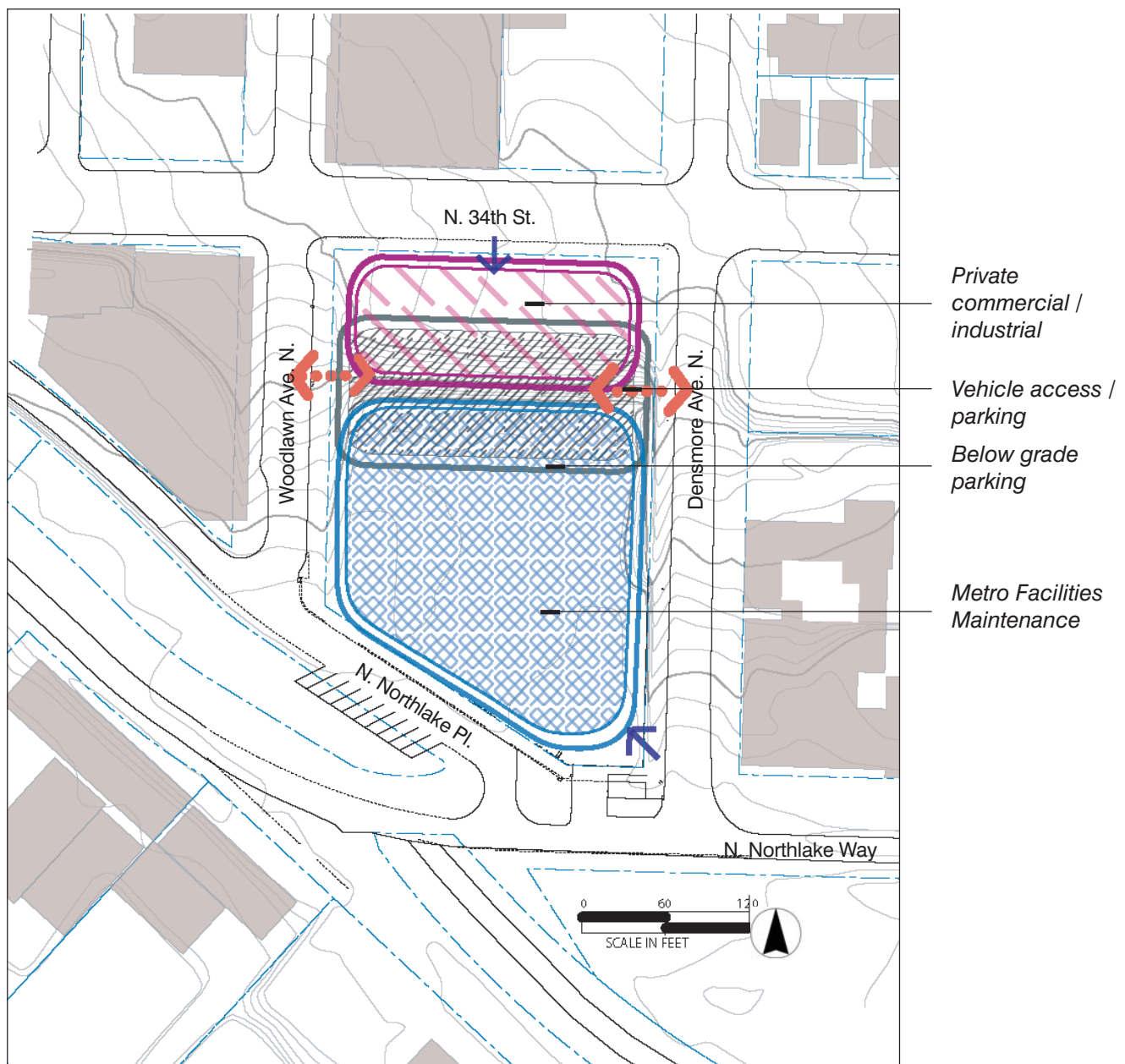


## Upland: 3

### METRO TRANSIT CO-LOCATION WITH OTHER USES

#### Summary

This alternative explores a scenario where the existing Metro Transit facility is located on site with a private commercial or industrial use. The Metro Transit facility is located on the lower levels, and a private commercial / industrial building is constructed on upper levels. Or a private entity may reuse the existing structures on the upper portion of the site. Ownership of the site may either be transferred to the private interest, or maintained by Metro Transit in this co-location scenario.



### Alternative 3 Pros

- Revenue generation potential with continued use of current site by Metro Transit
- Compatible with nearby maritime industrial uses
- Site meets basic Facilities Maintenance criteria
- Site potentially maintained in the public domain
- Future multi-modal transit opportunity with a link to the waterfront is maintained by keeping a portion of the property in public ownership or public use
- N. 34th St. neighborhood commercial may be incorporated
- Mixed use on N. 34th St. consistent with neighborhood planning
- Possible private reuse of existing structures on N. 34th St.

### Alternative 3 Cons

- Public view blockage with new construction
- Additional traffic impact
- Challenge to accommodate parking on site
- Design review for bulk and shape not required
- Potentially removes property from public domain
- High cost of temporarily relocating Metro Facilities Maintenance during construction
- Potential incompatibilities of Metro Transit functions with co-locator

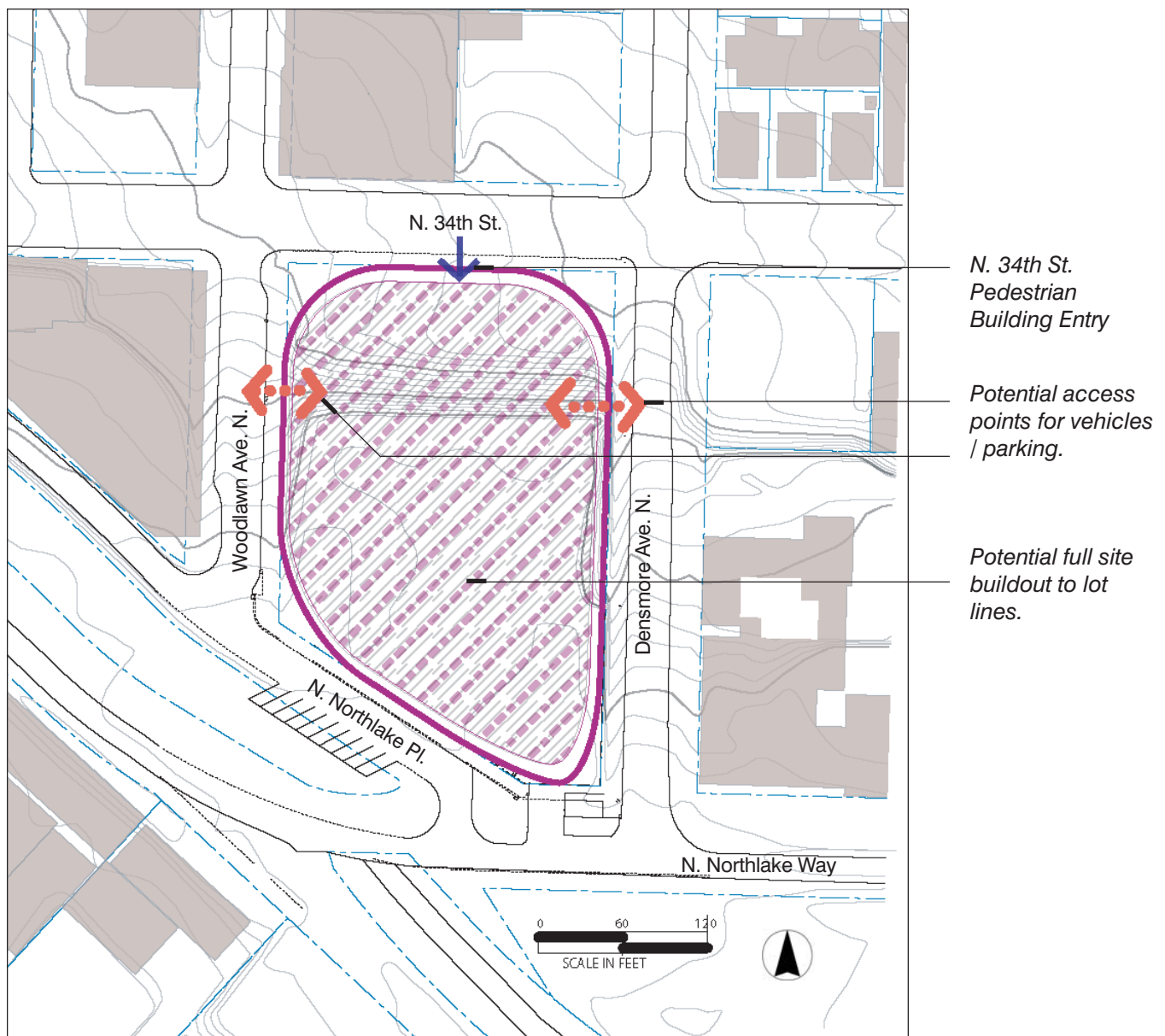


## Upland: 4

### PRIVATE COMMERCIAL / INDUSTRIAL

#### Summary

The Private Commercial / Industrial alternative represents the range of private development scenarios consistent with current zoning and land use regulation. Potential uses include research laboratories, maritime or non-maritime industrial uses, offices, or commercial uses. Mixing of various commercial and industrial uses is also possible, and may include neighborhood-related business along N. 34th St. Maximum build-out of the site under this alternative could be a building of roughly 180,000 gross square feet, with additional below grade space and parking allowable.





*Example: Recent research and development building located immediately west of the Upland Site.*

## Alternative 4 Pros

- Strong revenue potential for King County and Metro Transit relocation costs
- Preserves industrial use and industrial property
- Consistent with existing zoning and land use
- Compatible with nearby maritime industrial uses
- Provides jobs, and business spaces
- Potential tax revenue
- Potentially furthers Lake Union cluster of research and development industries
- N. 34th St. neighborhood commercial may be incorporated

## Alternative 4 Cons

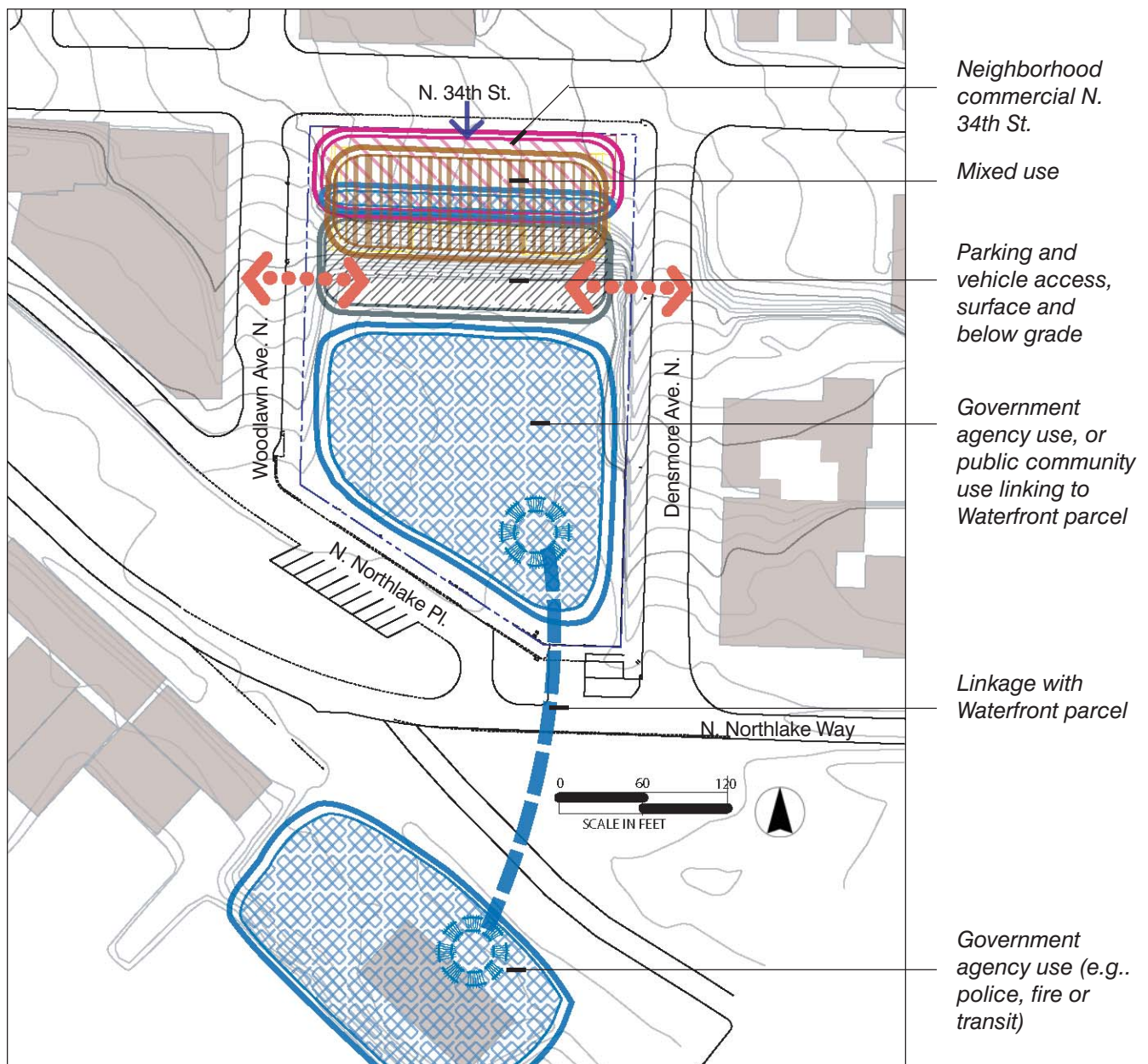
- Significant public view blockage with new construction
- Removes property from the public domain
- Precludes coordinated use of Upland and Waterfront parcels for future public use
- Significant additional traffic impacts, including truck traffic
- Design review for bulk / shape not required
- Extensive lot coverage and bulk allowable
- No setbacks required by code
- Security issues in research & development uses complicate incorporation of neighborhood commercial on N. 34th St.
- Potential emissions impacts on neighborhood

## Upland: 5

PRIVATE MIXED USE UPPER / FUTURE PUBLIC AGENCY USE LOWER

### Summary

This alternative preserves the lower half of the Upland site for future public agency use, which would combine with future public agency use of the Waterfront parcel. Future public agency use could include: 1) a combined waterfront police precinct / fireboat facility, 2) a multi-modal transit hub integrated with permanent waterborne transit on the Waterfront parcel or 3) a public / community use that links to the waterfront. This alternative allows for mixed use development on the upper third of the Upland site at N. 34th St. Mixed use commercial or residential (with rezone) is possible.







*New public library in West Seattle combined with private mixed use development.*

## Alternative 5 Pros

- Maintains a portion or all of the site in the public domain
- Modest revenue generation potential for King County and Metro Transit relocation costs
- Preserves possibility of coordinated use of the Upland and Waterfront parcels for future government agency use
- Preserves potential for sizeable multi-modal transit hub spanning Upland and Waterfront parcels
- Potential continued use of transit properties for transit use
- Potential to improve Lake Union police and fire emergency service
- Compatible with adjacent maritime industrial use by limiting commercial and residential to upper portion of site
- N. 34th St. neighborhood commercial may be incorporated
- Mixed use on N. 34th St. consistent with neighborhood planning

## Alternative 5 Cons

- Public view blockage with new construction
- Significant additional traffic impact
- Challenge to accommodate parking on site
- Modest revenue generator for King County and Metro Transit relocation costs
- Public and/or private capital required for construction, operation and maintenance
- Design review for bulk / shape not required (unless residential use included)
- Rezone required to accommodate residential use
- Extensive lot coverage and bulk allowable
- No setbacks required by code
- Requires subdivision or lease arrangement for a portion of the Upland parcel
- No current plan in place for future government agency use

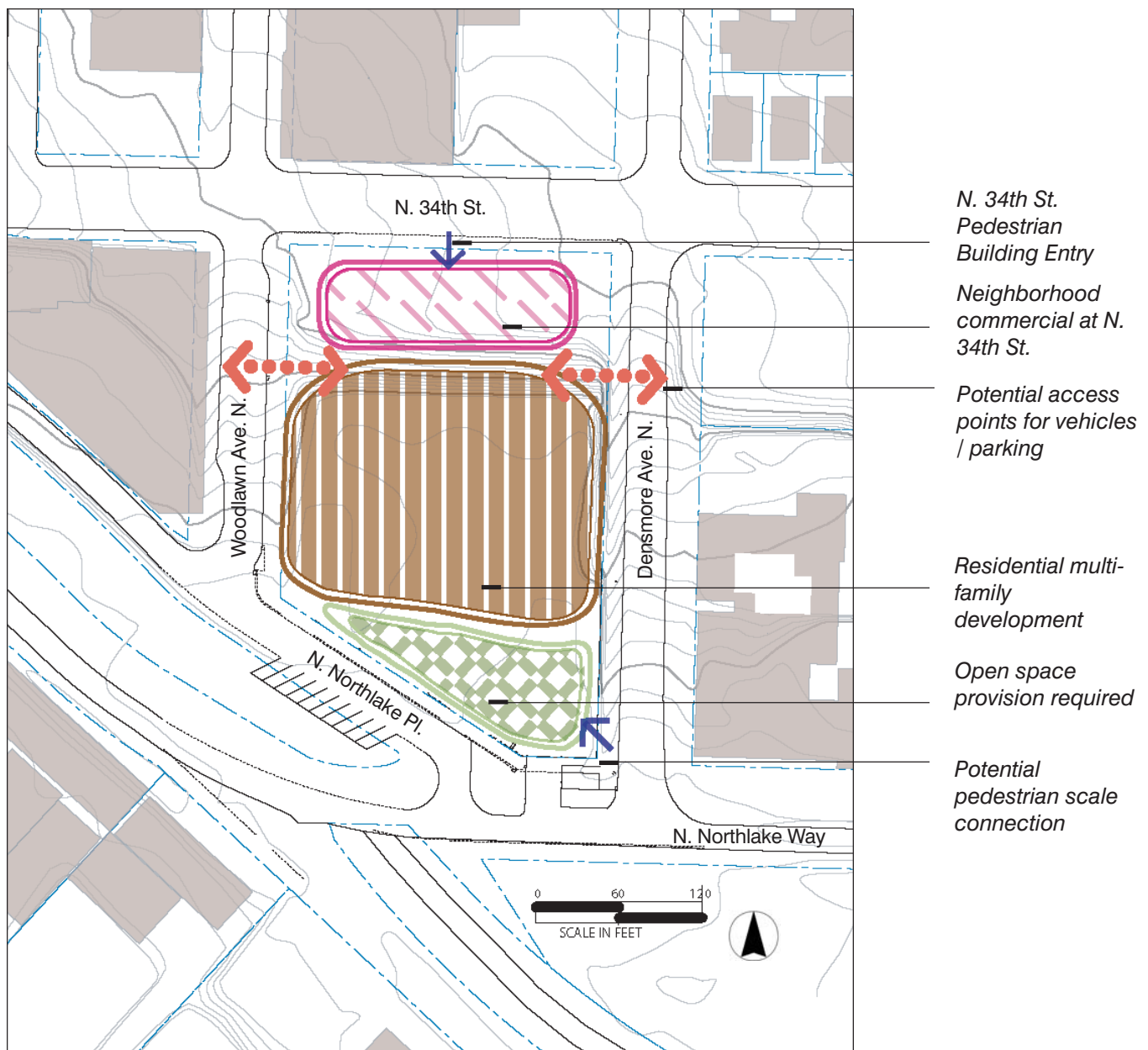


## Upland: 6

### PRIVATE RESIDENTIAL MIXED USE

#### Summary

The Residential Mixed Use Alternative reflects a range of mixed developments that include housing. A rezone is required to locate housing on the site. The Residential Mixed Use Alternative is consistent with recent multifamily housing to the east of the site that required a rezone. The alternative assumes a multiple story, multifamily residential structure incorporating commercial space along N. 34th St. A total number of housing units could reach a maximum of roughly 120 at full buildout assuming the most permissive rezone and height regulation.\*



\*Upper limit assumption NC2-65 rezone full site.

August 2004



*Example: Residential mixed use building with upper level setbacks.*

## Alternative 6 Pros

- Strong revenue generation potential for King County and Metro Transit relocation costs
- Undergoes design review for bulk / shape
- Lower lot coverage and smaller buildout than a commercial or industrial use
- Adds to neighborhood housing stock, potentially including affordable or special needs housing
- N. 34th St. neighborhood commercial may be incorporated
- Mixed use on N. 34th St. consistent with neighborhood planning

## Alternative 6 Cons

- Public view blockage with new construction
- Significant additional traffic impact
- Challenge to accommodate parking on site
- Rezone required to accommodate residential use
- Removes property from the public domain
- Precludes coordinated use of Upland and Waterfront parcels for future public use
- Not compatible with nearby maritime industrial uses
- Cost of higher standard environmental cleanup

## Upland: 7

### CONTINUED CURRENT USE (METRO TRANSIT FACILITIES MAINTENANCE)

#### *Summary*

This alternative considers continued Metro Transit use on the Upland parcel. In this alternative Metro Transit continues to own and use the Upland and waterfront parcels for facilities maintenance and storage indefinitely. However, this alternative preserves the potential for a multi-modal transit hub on the parcel in a more distant future.



#### **Alternative 7 Pros**

- Preserves existing views
- No further neighborhood impacts
- No additional traffic or parking concerns
- Long term future multi-modal transit opportunity is maintained
- Site meets basic Metro Transit criteria for maintenance facility
- Existing buildings preserved

#### **Alternative 7 Cons**

- Metro Transit retains responsibility for environmental cleanup
- Does not achieve highest and best use of property
- Not fully compatible with recent residential neighborhood character to the north and east

## Waterfront Parcel Alternatives

**The following alternatives are considered  
for the Metro Transit Waterfront parcel.**

- 1 - Harbor Patrol / Fire Boat
- 2 - Historic Vessel Repair
- 3 - Private Commercial / Industrial Use
- 4 - Private Commercial / Industrial Use  
Co-Located with Public Community Use
- 5 - Public Open Space
- 6 - Waterborne Transit
- 7 - Continued Current Use

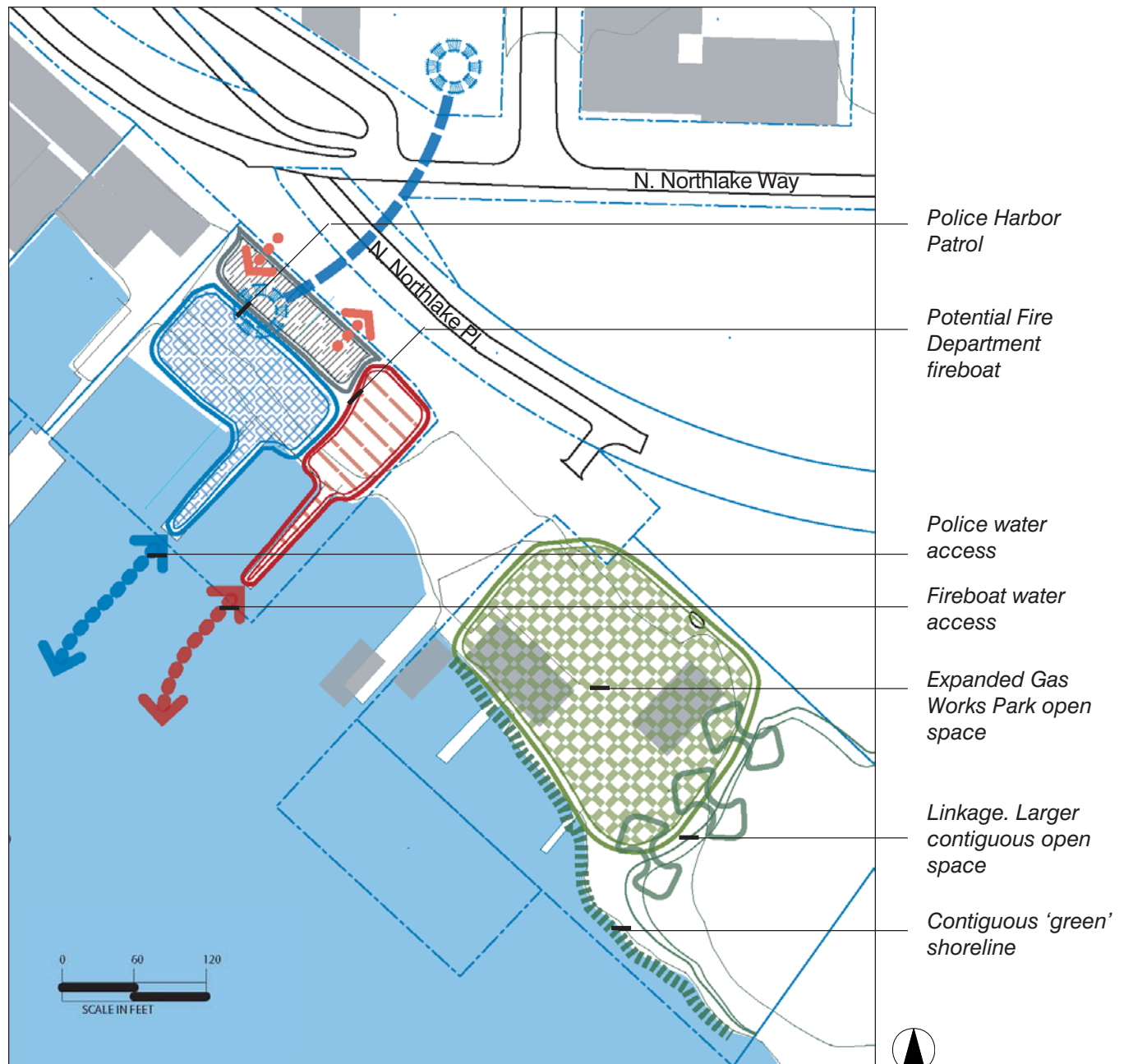


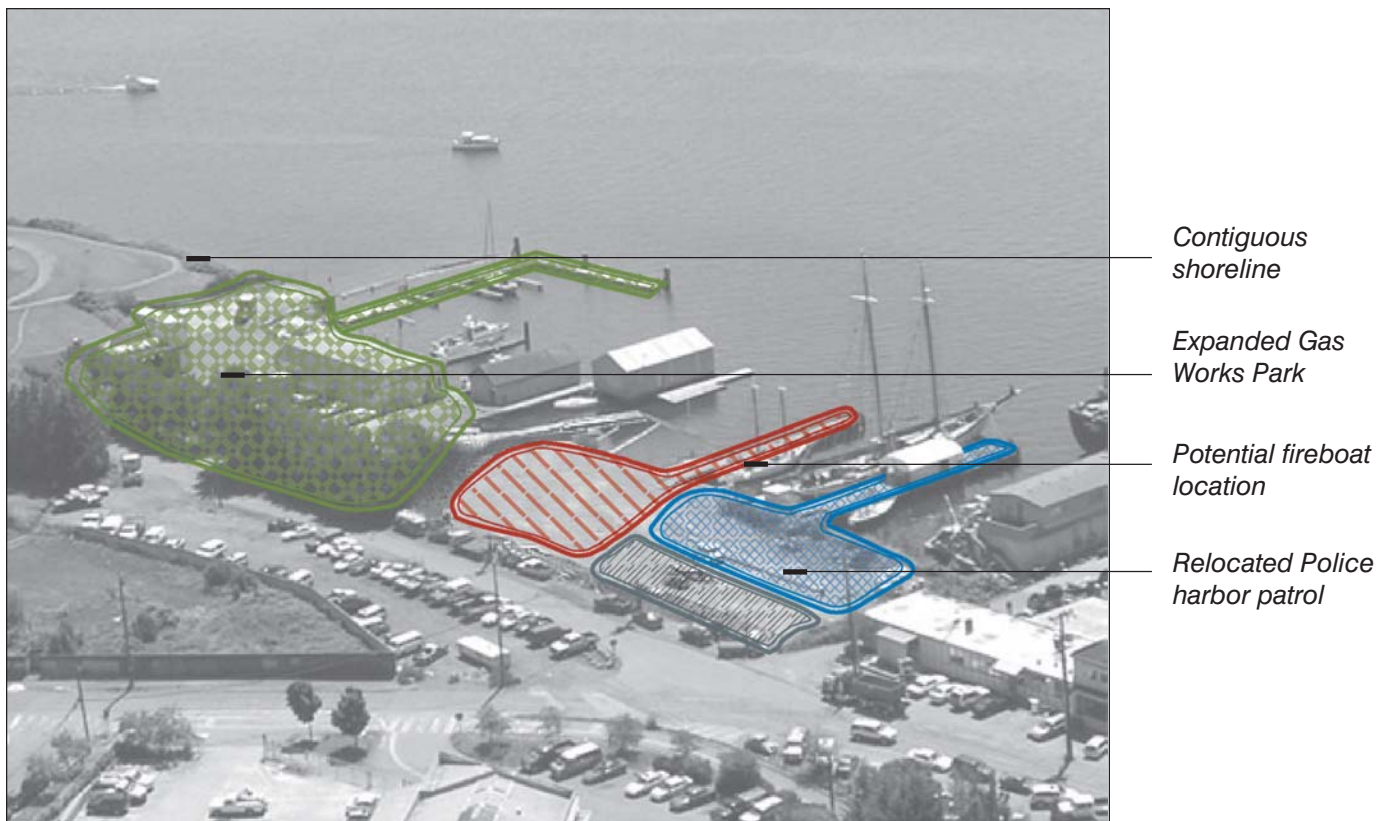
# Waterfront: 1

HARBOR PATROL / FIREBOAT  
(WITH GAS WORKS PARK EXTENSION)

## Summary

This alternative examines relocating the Seattle Police Department Harbor Patrol to the Metro Transit Waterfront parcel in order to open up the current harbor patrol property for recreational / open space use contiguous to Gas Works Park. In addition, the alternative considers co-location of North Lake Union emergency fireboat services with the relocated SPD harbor patrol. This alternative meshes with Upland Parcel Alternative 3, where future government agency use of the lower part of the Upland parcel may tie in with the waterfront emergency services center. (See Upland Alternative 5).





## Alternative 1 Pros

- Compatible with adjacent maritime industrial uses
- Consistent with existing zoning and land use
- Enhances public waterfront access by expanding Gas Works Park shoreline
- Maintains properties in the public domain
- Generally consistent with neighborhood planning
- Enhancement of natural habitat and environment
- Public use near a regional non-motorized transportation corridor
- Coordinated use of Upland and Waterfront sites for public use
- Improves Lake Union community safety
- Meets public demand for small boat launch / rental at Gas Works Park

## Alternative 1 Cons

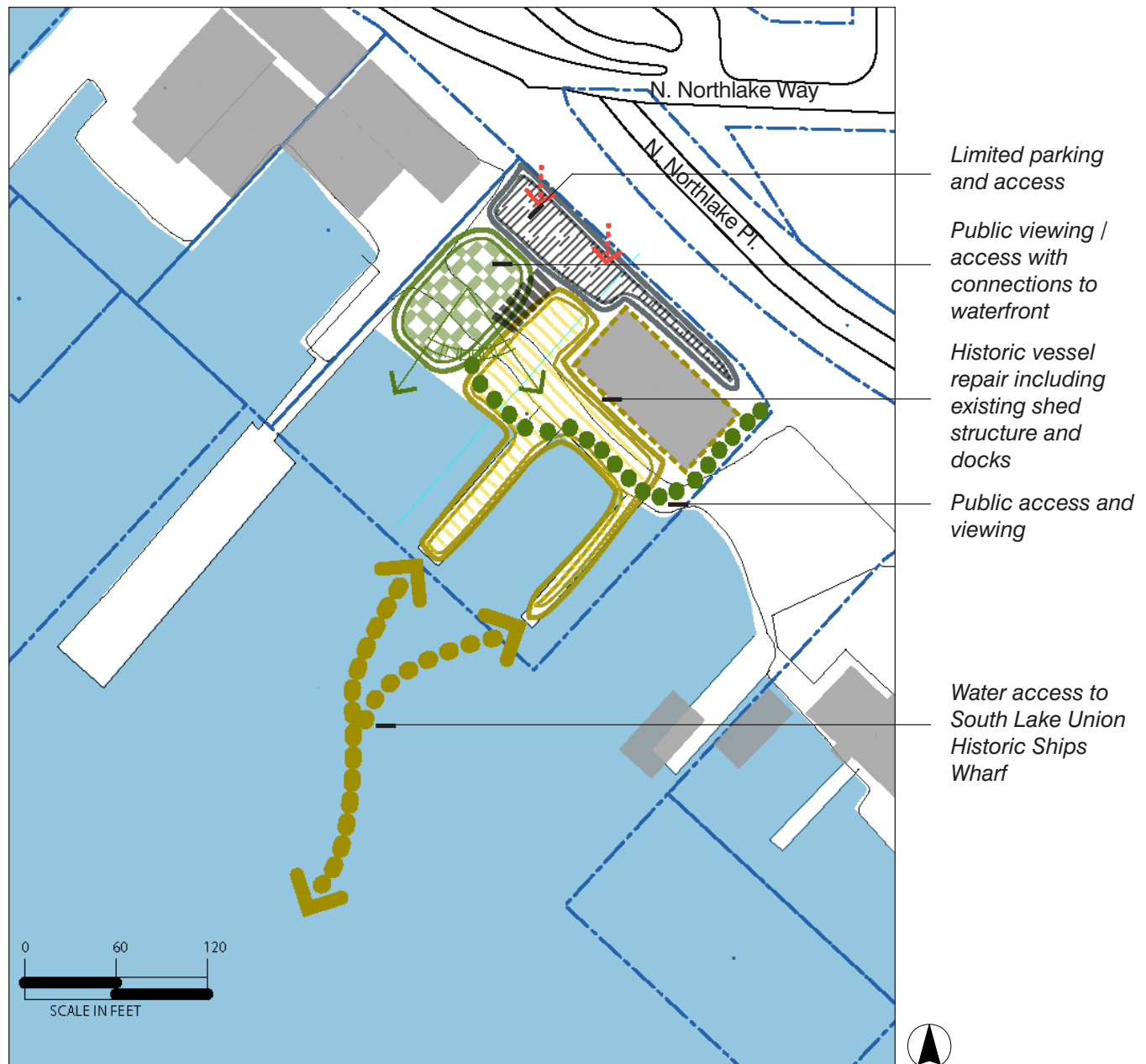
- Weak revenue generation potential for King County
- Extensive public capital needed for acquisition construction and maintenance of facilities
- Displaces current location for Historic Vessel Repair. However, vessel repair may be feasible on expanded Gas Works Park area
- Questions about condition of aging piers for heavy use
- Complicated inter-agency coordination required

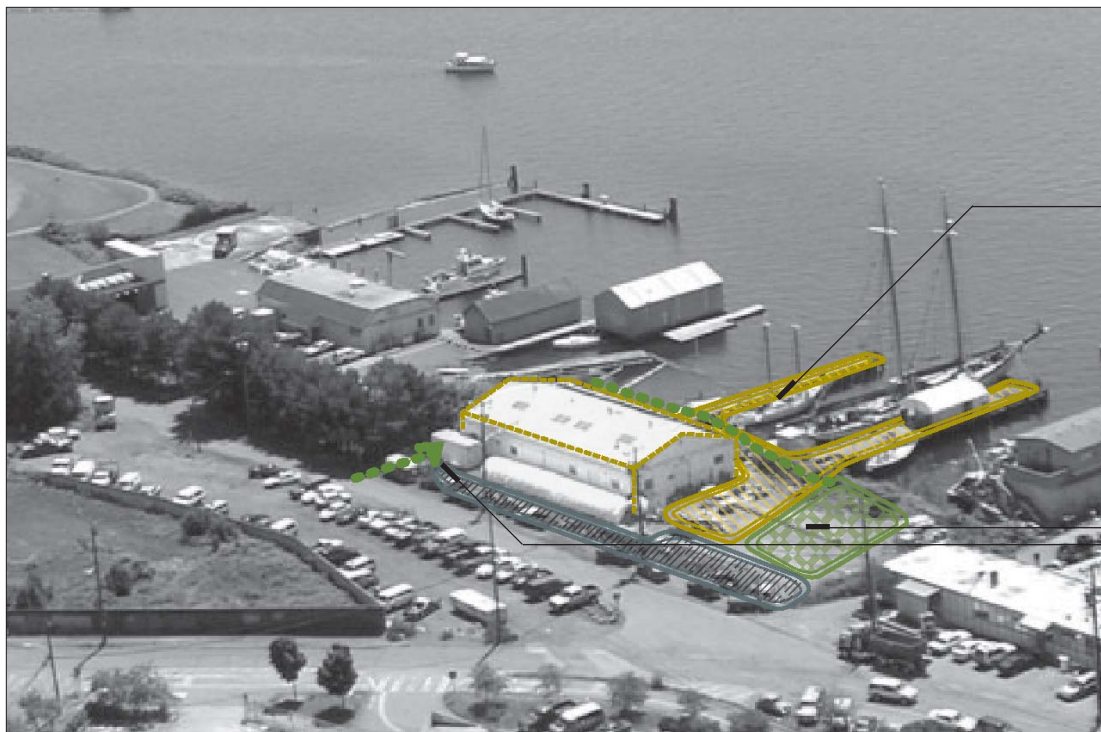
## Waterfront: 2

### HISTORIC VESSEL REPAIR

#### Summary

The Historic Vessel Repair alternative considers use of the Waterfront parcel by a nonprofit group for docking and repair of historic boats. This is a continuation and expansion of a current site use. A work area for historic boats at the Waterfront parcel complements the public display of boats at South Lake Union's Historic Ships Wharf. Public access and viewing is possible with connections to the waterfront, along with repair functions. Waterfront habitat enhancement may also be included. Ownership of the parcel in this alternative may be transferred to another public agency or maintained by Metro Transit.





*Historic vessel repair including existing shed structure and docks*

*Public viewing / access with connections to the waterfront*

## Alternative 2 Pros

- Compatible with adjacent maritime industrial uses
- Consistent with existing zoning
- Enhances public waterfront access
- Potentially maintains site in public domain
- Preserves cultural artifacts for state/local/national benefit
- Collaborates with South Lake Union Historic Ships Wharf
- Consistent with neighborhood planning
- Potential enhancement of natural habitat
- Possible combination with other public or private uses (See Waterfront Alternatives 3,5)
- Supports in-city tourism and discretionary visits

## Alternative 2 Cons

- Weak revenue generation potential for King County
- Public and / or non-profit capital required to improve site, and operate and maintain the use
- Additional traffic impacts
- Questions about condition of aging docks for heavy use
- Dock capacity may be too small for some larger historic vessels
- Repair activities may contribute to water pollution

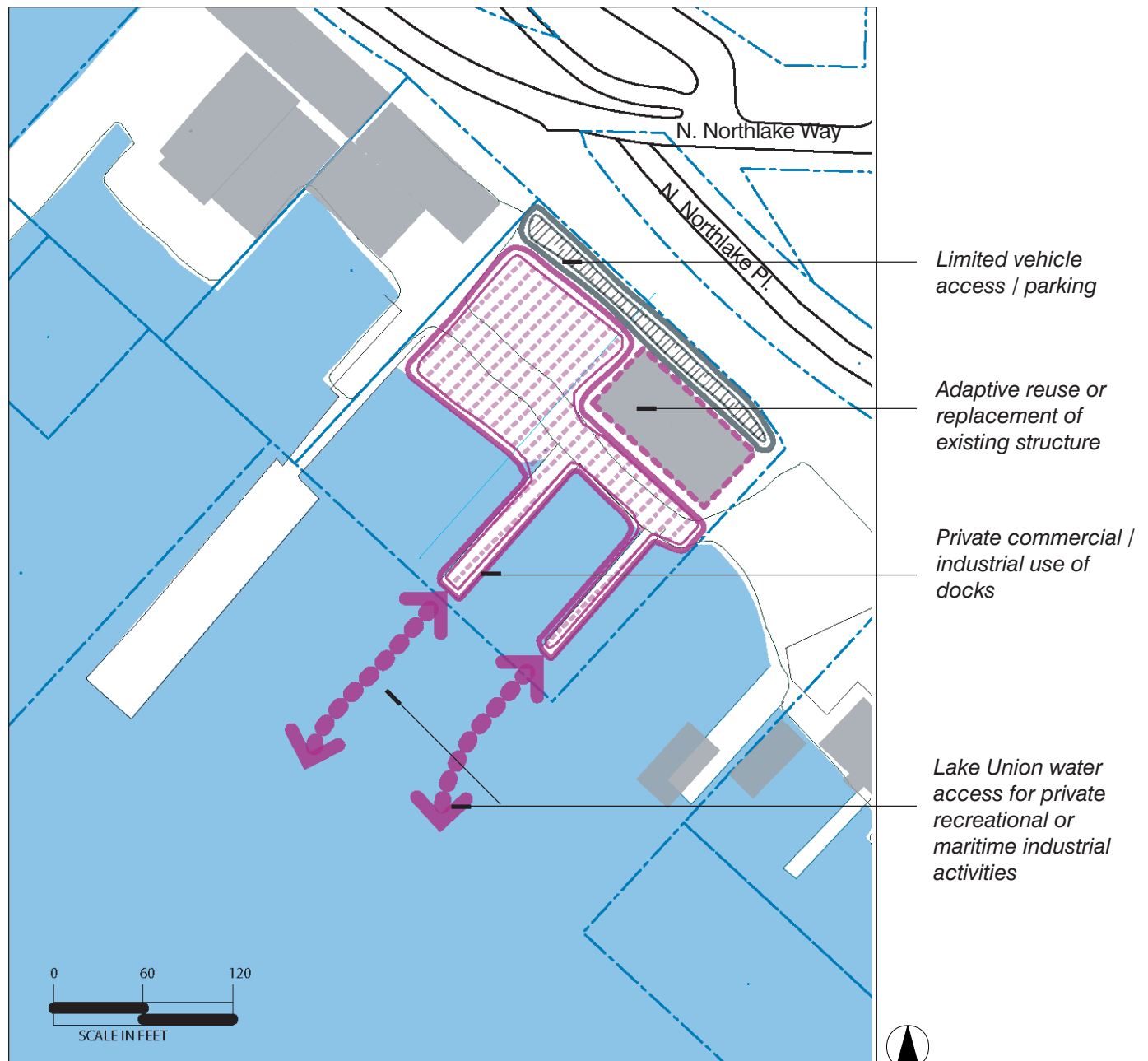


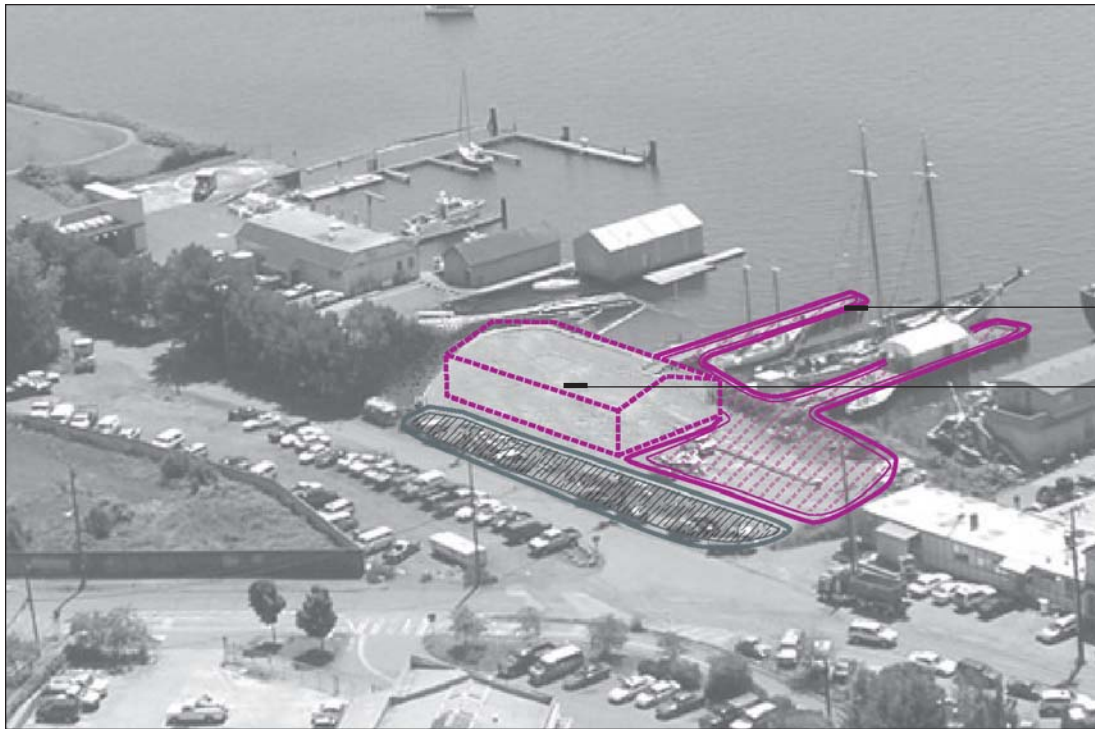
# Waterfront: 3

## PRIVATE COMMERCIAL / INDUSTRIAL USE

### Summary

This alternative explores reuse of the Metro Transit Waterfront parcel for private water-dependent commercial or industrial activity. A range of commercial and maritime industrial options are possible including: a recreational marina, maritime industry, or private vessel repair. This alternative may be achieved through either the sale of the site to a private entity, or via a lease of the property for private use. Waterfront habitat enhancement may also be included.





*Private commercial use of docks*

*Adaptive reuse or replacement of existing structure for commercial use*

### Alternative 3 Pros

- Strong revenue generation potential for King County and Metro Transit
- Compatible with adjacent maritime industrial uses
- Consistent with existing zoning and land use
- Supports maritime industrial cluster
- Strong demand for recreational boat yard and marina space on Lake Union shore
- Potential for enhancement of natural habitat and environment

### Alternative 3 Cons

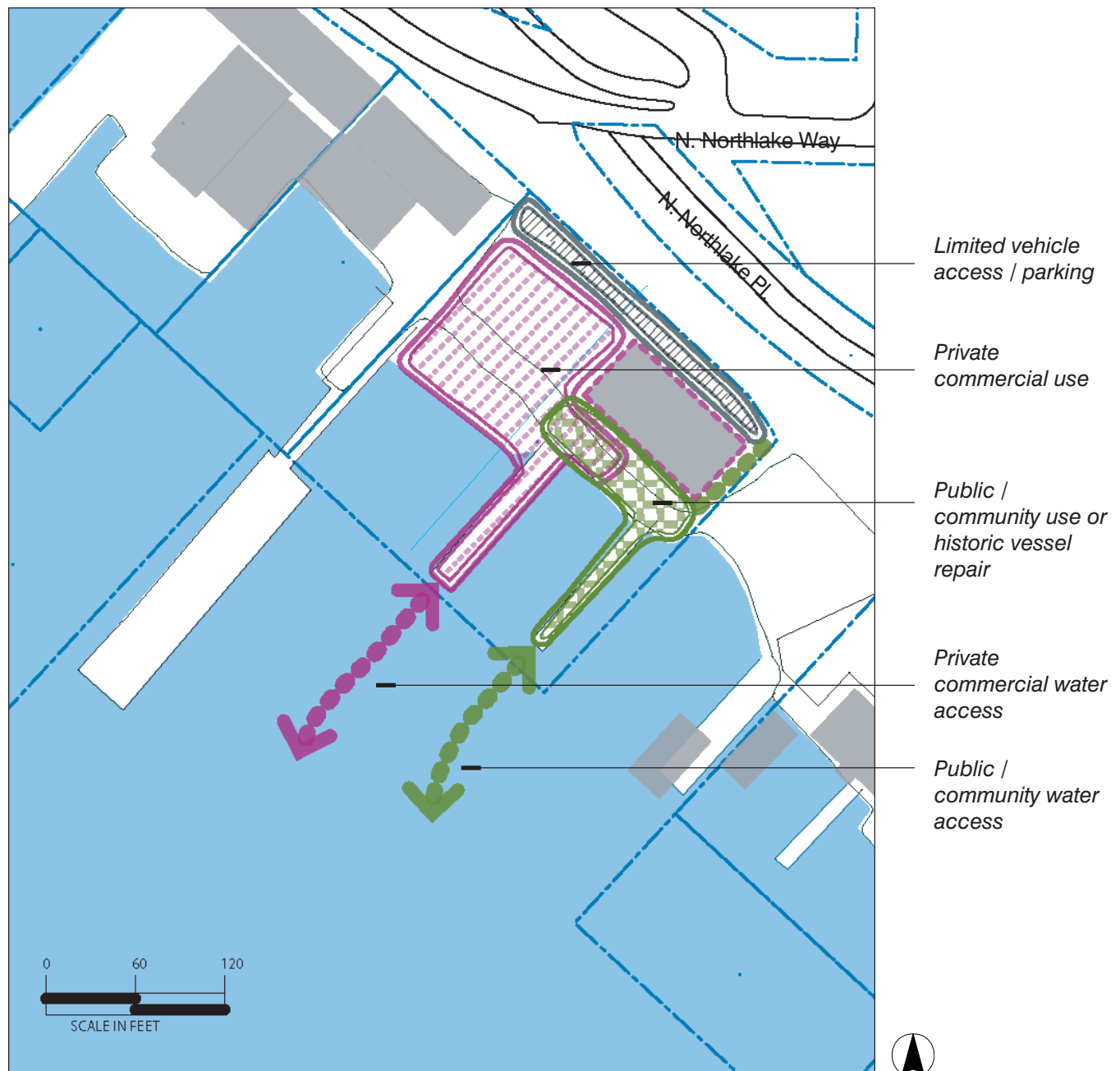
- Removes site from public domain
- Removes or limits public access to the waterfront
- Questions about condition of aging piers for heavy use
- Potential additional waterfront view blockage
- Significant up front investment for private interests

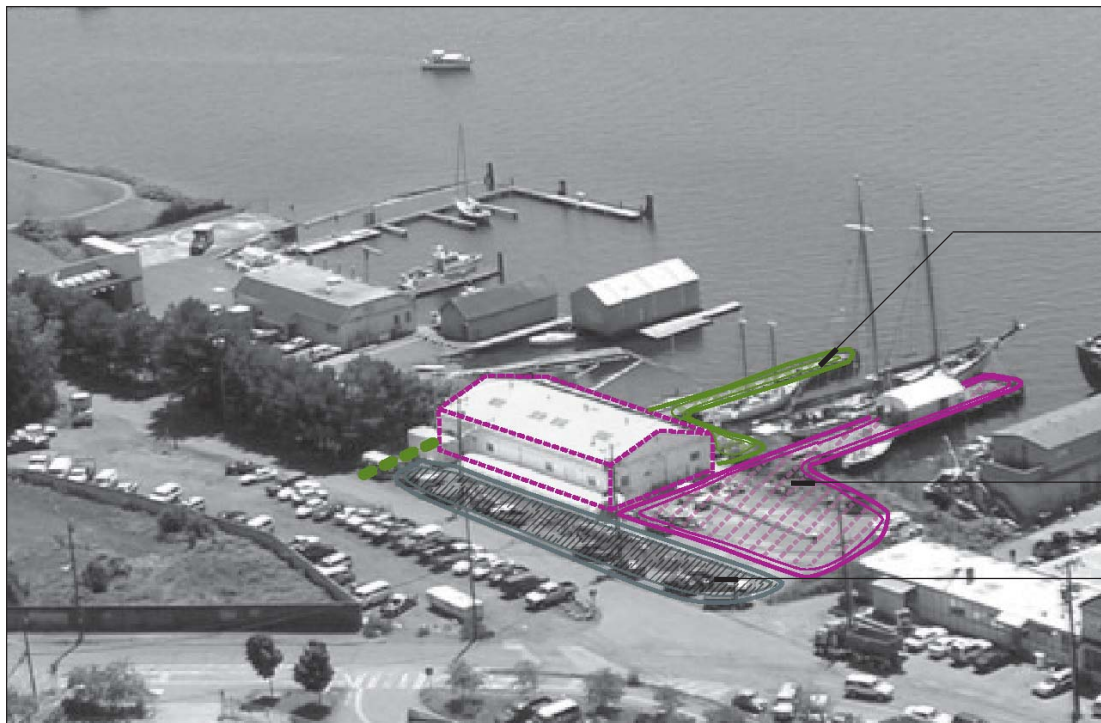
## Waterfront: 4

PRIVATE COMMERCIAL / INDUSTRIAL USE  
CO-LOCATED WITH PUBLIC COMMUNITY USE

### Summary

This alternative explores reuse of the Metro Transit Waterfront parcel for private water-dependent commercial uses in conjunction with some continued public or community oriented uses. A range of commercial and maritime industrial options are possible similar to Waterfront alternative 3. In addition, continued public access is maintained and potential co-location of uses such as historic vessel repair, or partial waterfront open space are included. Ownership of the parcel is transferred to a private entity with conditions for provision of space for public, community or non-profit uses on site. Habitat enhancement may also be included.





*Public /  
community use  
or historic  
vessel repair*

*Private  
commercial use*

*Limited vehicle  
access /  
parking*

## Alternative 4 Pros

- Strong revenue generation potential for King County and Metro Transit
- Compatible with adjacent maritime industrial uses
- Consistent with existing zoning and land use
- Supports maritime industrial cluster
- Strong demand for recreational boat yard and marina space on Lake Union shore
- Potentially enhances public waterfront access
- Potential for enhancement of natural habitat and environment
- Potentially preserves cultural artifacts for state/ local/ national benefit

## Alternative 4 Cons

- Removes site ownership from public domain
- Questions about condition of aging piers for heavy use
- Potential additional waterfront view blockage
- Significant up front investment for private interests
- Dock capacity may be too small for some larger historic vessels
- Public and / or non-profit capital required to operate and maintain public / community use
- Additional traffic impacts

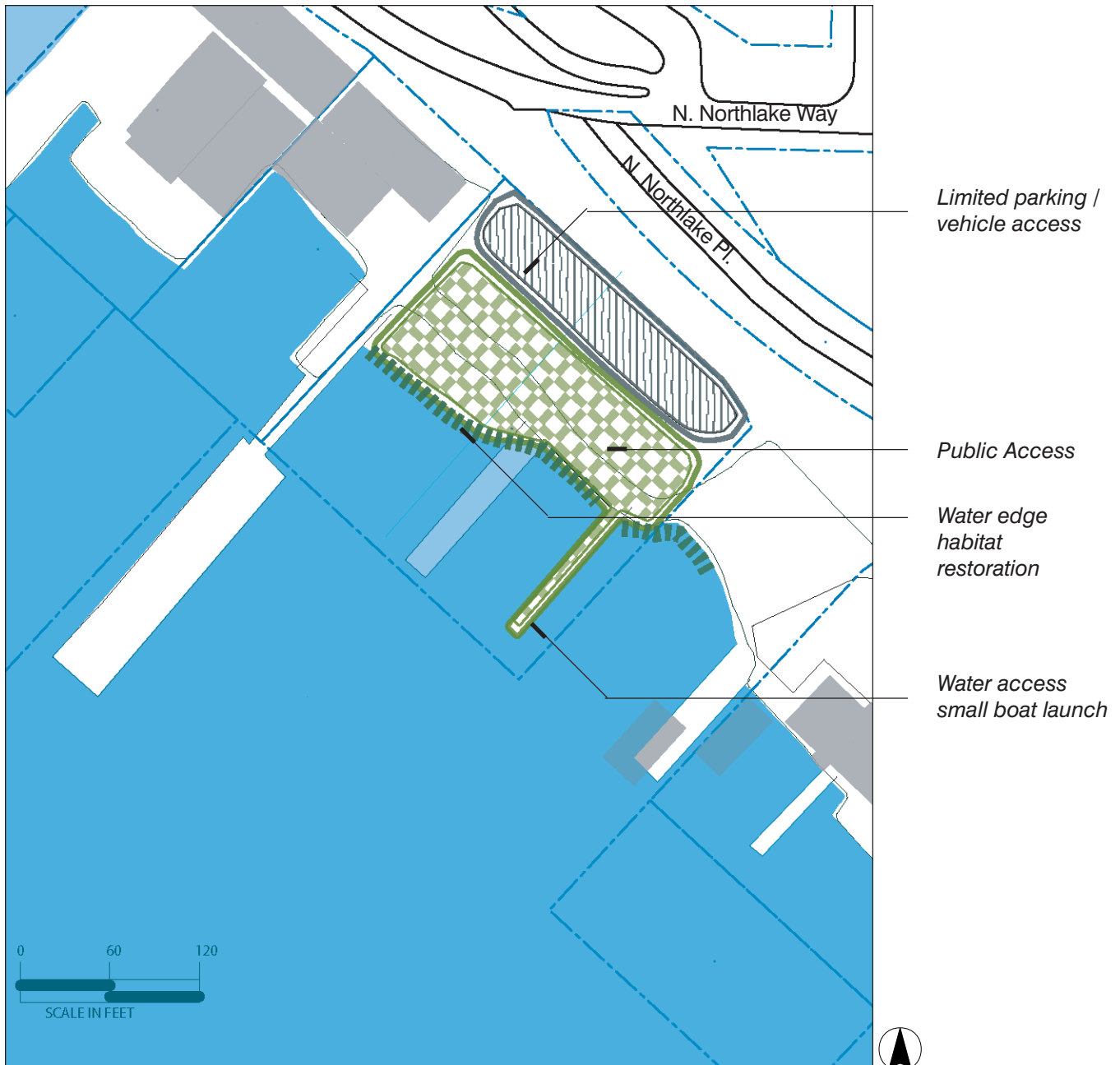


# Waterfront: 5

## PUBLIC OPEN SPACE

### Summary

In this alternative, the Waterfront parcel is maintained in the public domain for public use and to improve natural habitat. Transfer of ownership to a non-transit public agency is assumed. Existing structures and uses are removed from the site. Water-edge habitat restoration actions are implemented, and public space improvements are made. There is potential for incorporation of public meeting space on the site.





## Alternative 5 Pros

- Enhances public waterfront access
- Maintains site in public domain
- Consistent with neighborhood planning
- Important link in green space network
- Public use on regional non-motorized transportation corridor
- Provides recreation opportunity close to dense residential neighborhood
- Meets need for public meeting space if community gathering place incorporated
- Enhancement of natural habitat and environment
- Potential for public small boat rental - other launch areas are limited and busy
- Good locations for water access
- Compatible with nearby Gas Works Park
- Potential co-location with waterborne transportation

## Alternative 5 Cons

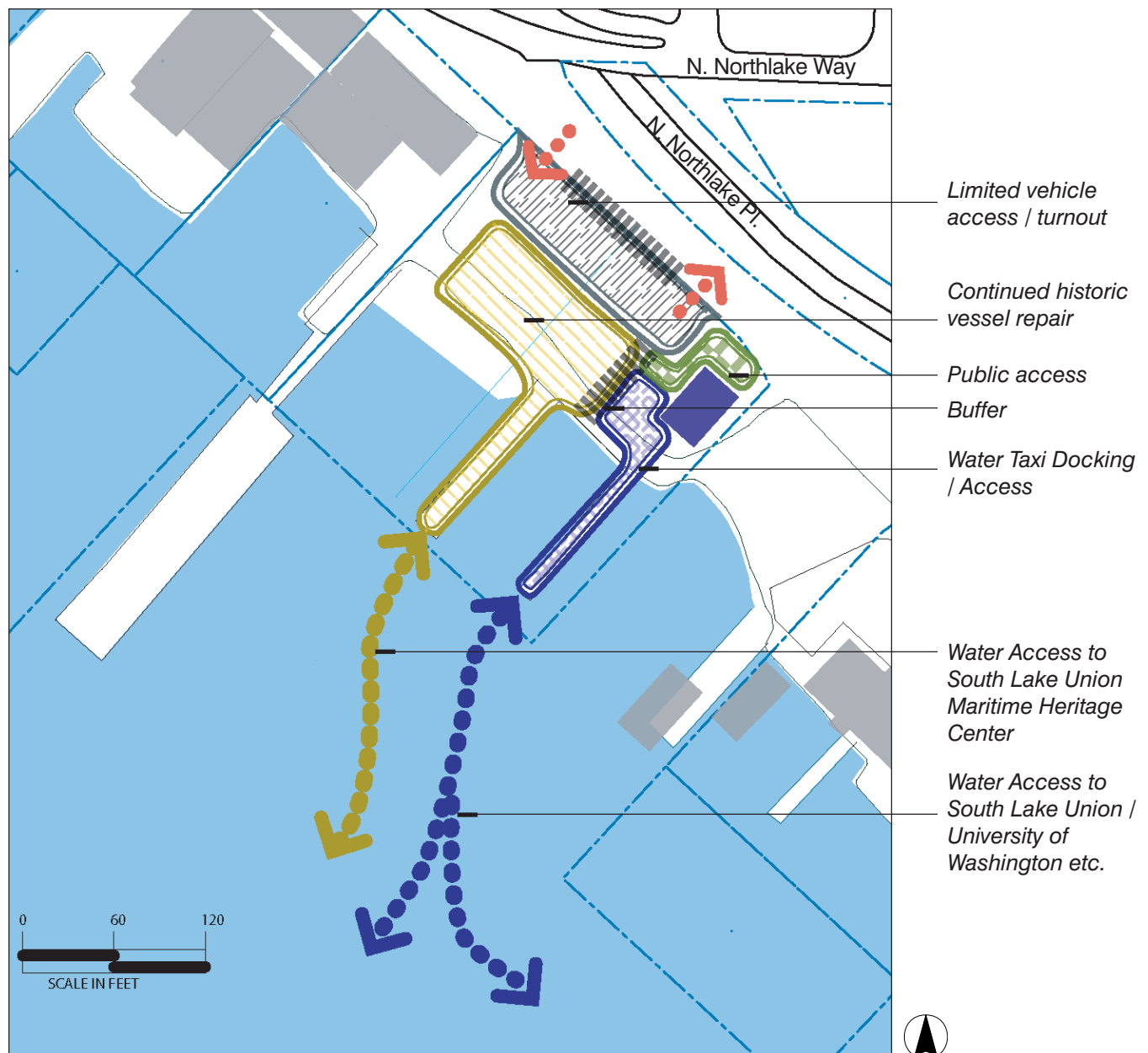
- Weak revenue generation potential for King County and Metro Transit
- Public / non profit capital required for acquisition, construction and maintenance
- Not compatible with nearby maritime industrial uses
- Industrial piers lost
- Potential cost of additional environmental cleanup
- Additional parking impact
- Additional traffic impact

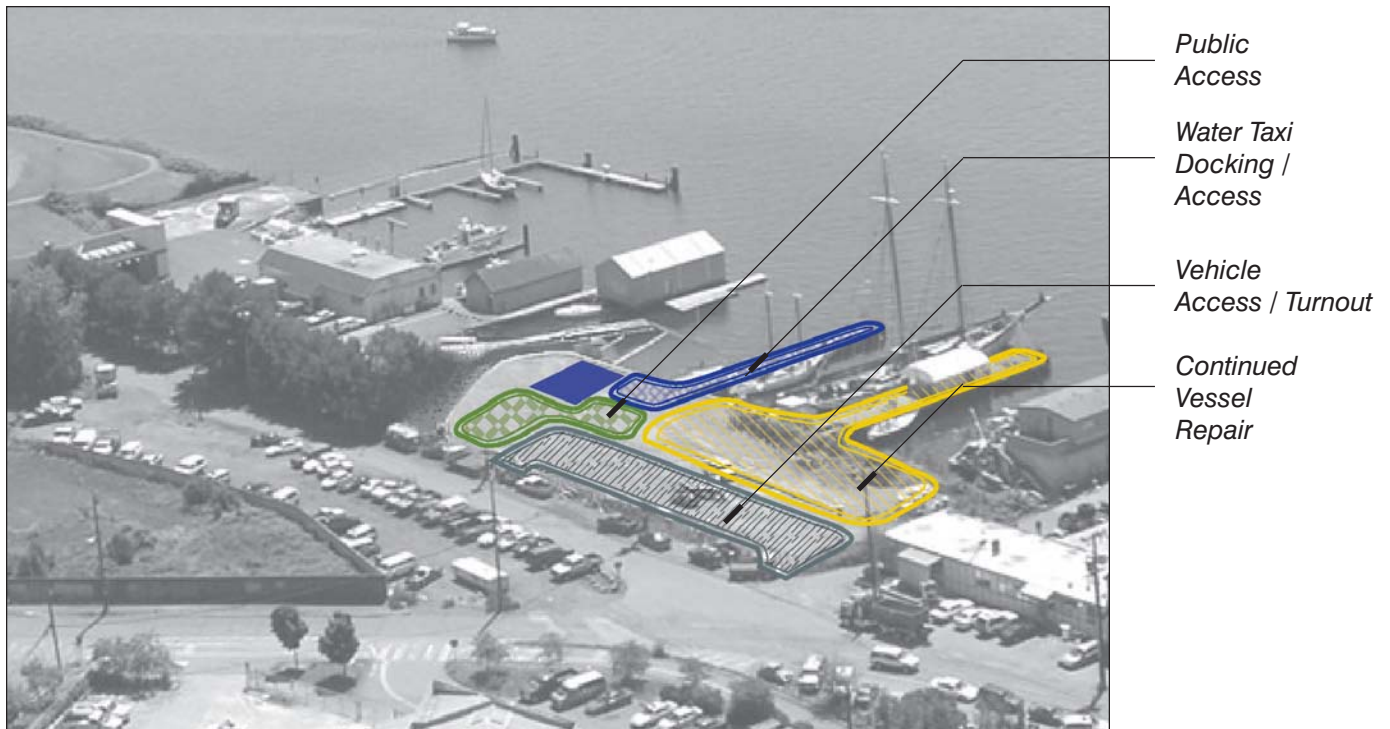
# Waterfront: 6

## WATERBORNE TRANSIT

### Summary

The Water Taxi Transit alternative explores the potential to locate a future waterborne transportation stop on the Metro Waterfront parcel. Compatibility between a future water taxi stop and continued historic vessel repair on site may be feasible (shown here). These two uses may produce a synergy with regard to tourism. The size and nature of the site, and the existing docks are most appropriate for small boat, inter Lake Union water taxi transit similar to the False Creek, Vancouver model. Natural habitat and waterfront environmental upgrades may also be incorporated.





## Alternative 6 Pros

- Compatible with nearby maritime industrial uses
- Consistent with current zoning and land use
- Preserves / enhances public waterfront access
- Maintains site in the public domain
- Continued use of Metro Transit properties for transit use
- Transit connections to dense residential neighborhood and nearby employment centers
- Public use and transit on regional non-motorized transportation corridor
- Potential coordinated use with Upland parcel for multi-modal transit hub and support facilities
- Co-location of historic vessel repair
- Very pleasant views and location for transit
- Supports in-city tourism and discretionary visits
- Supported by neighborhood planning and local groups
- Potential enhancement of natural habitat

King County Metro  
North Lake Union Master Plan

## Alternative 6 Cons

- Public / non-profit capital required for construction, operation and maintenance
- Weak revenue generation potential for King County and Metro Transit
- Potential traffic and circulation problems for land connection with waterborne transit
- Significant additional traffic impact
- Farther distance from Fremont urban village than Stone Way Pier
- Limited bus access / intermodal connection
- DNR water rights lease by adjacent shipyard blocks access on part of water side
- Questions about conditions of aging piers for heavy use



# Waterfront: 7

## CONTINUED CURRENT USE

### *Summary*

This alternative assumes King County Metro Transit continues to operate its maintenance facility on the Upland site, and maintains ownership of the Waterfront parcel for storage functions. In this case current levels of Historic Vessel repair use continue on the Waterfront parcel as well.



### **Alternative 7 Pros**

- Maintains site in the public domain.
- Allows for future government agency reuse or future transit multi-modal hub.
- No further neighborhood impacts
- Compatible with nearby maritime industrial uses

### **Alternative 7 Cons**

- Does not achieve highest and best use of site
- Limited public access
- Storage use not fully consistent with shoreline land use regulations

## Stone Way Pier Parcel Alternatives

While the Stone Way Pier Parcel is not under the control of Metro Transit, it is important for consideration in an overall vision for the future of North Lake Union. Reviewing the Stone Way Pier parcel along with the Metro Transit Upland and Waterfront sites ensures coordinated long-term decision making.

The Stone Way Pier is currently leased by a private organization until 2024. Therefore, any change of use or future action with the Stone Way Pier must address the status of the existing lease.

**The following alternatives are considered for the King County Stone Way Pier parcel.**

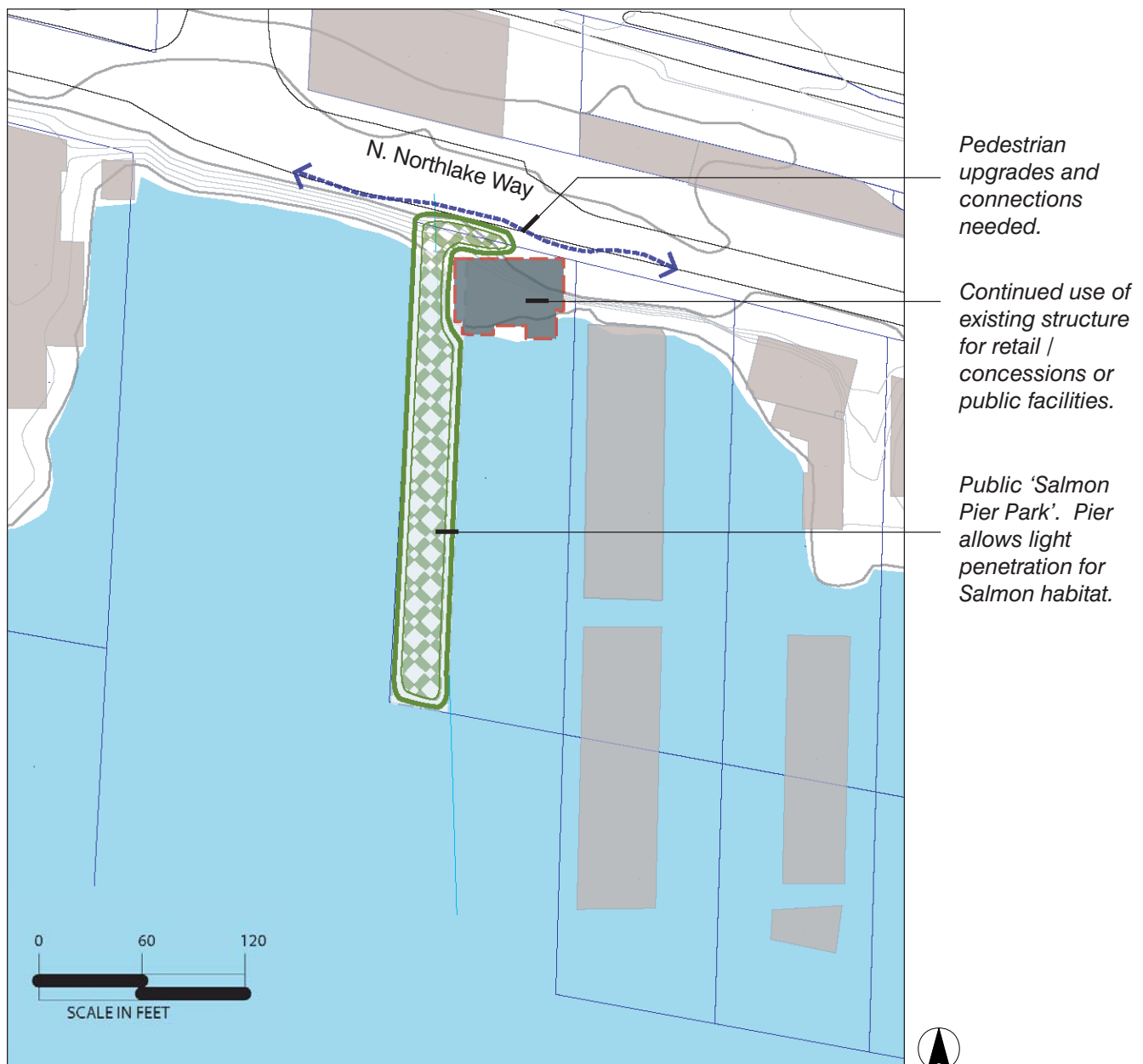
- 1 - Public Open Space / Salmon Pier
- 2 - Waterborne Transit / Public Open Space
- 3 - Waterborne Transit / Private Commercial Use
- 4 - Continued Current Use - (Private Commercial)

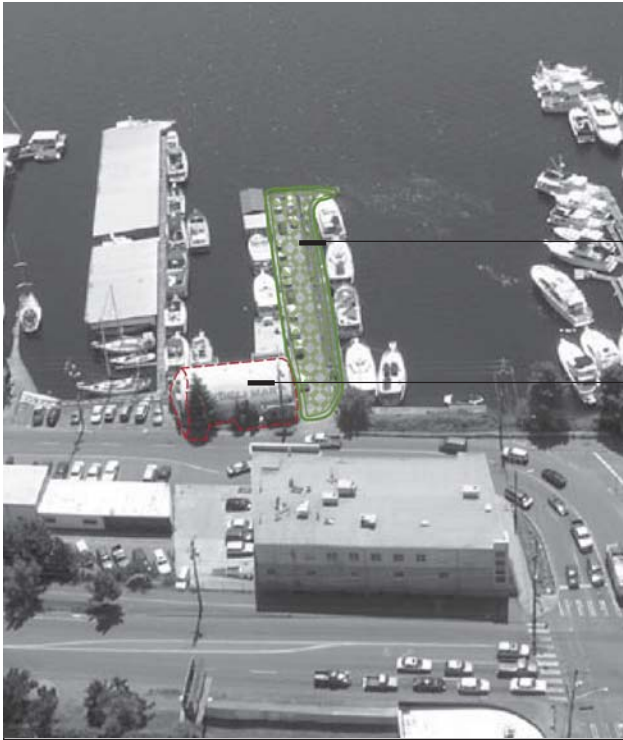
# Stone Way Pier: 1

## PUBLIC OPEN SPACE / SALMON PIER

### Summary

A public pier or “Salmon Pier Park” is consistent with recommendations in the Draft South Wallingford Neighborhood Plan Amendment. In this alternative the pier is available for public access and water related open space. A strong component of this alternative is to enhance the natural habitat for salmon by retrofitting the pier to allow more light penetration to the water. Light penetration is favorable for migrating salmon. This alternative assumes transfer of the property to a different government agency.





*Public 'Salmon Pier Park'. Pier allows light penetration to enhance habitat.*

*Continued use of existing structure for retail / concessions.*

## Alternative 1 Pros

- Maintains site in the public domain
- Enhances public waterfront access
- Consistent with neighborhood planning
- Enhancement of natural habitat and environment
- Important link in greenspace network
- Public use on regional non-motorized transportation corridor
- Strong connection to transit on Stone Way
- Potential to trigger needed N. Northlake Way corridor improvements (sidewalks, drainage etc.)
- Nearby two private parking lots to meet additional parking demand

## Alternative 1 Cons

- Weak revenue generation potential for King County
- Public capital needed to renovate, operate and maintain public facility
- Loss of commercial dock
- Dock currently under long term lease for commercial use
- Not strongly compatible with nearby maritime industrial uses
- Shortage of drop-off / parking on the site - very limited dry-land portion of the site
- Pedestrian improvements needed to ensure visitor safety
- Significant additional parking demand

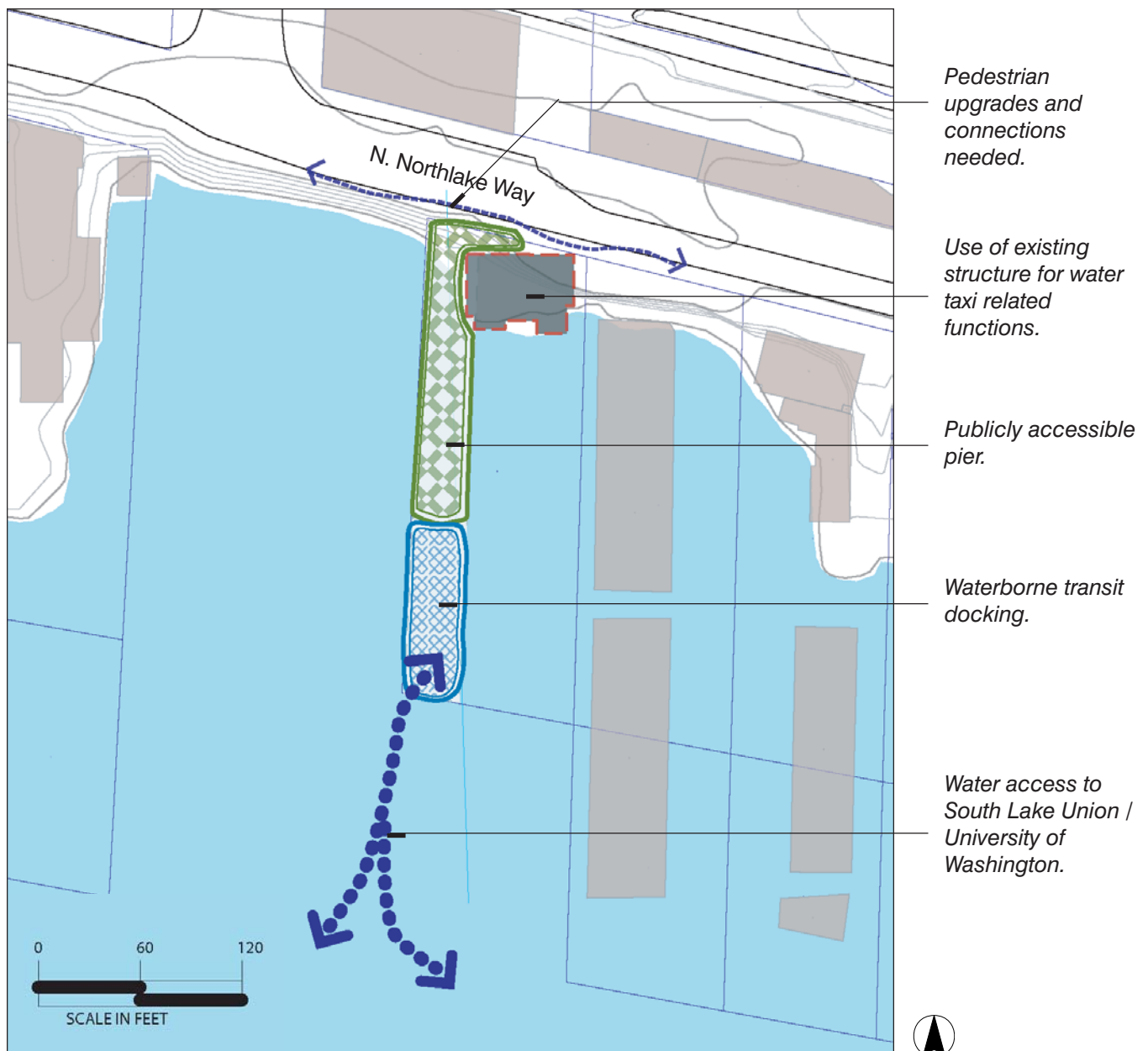


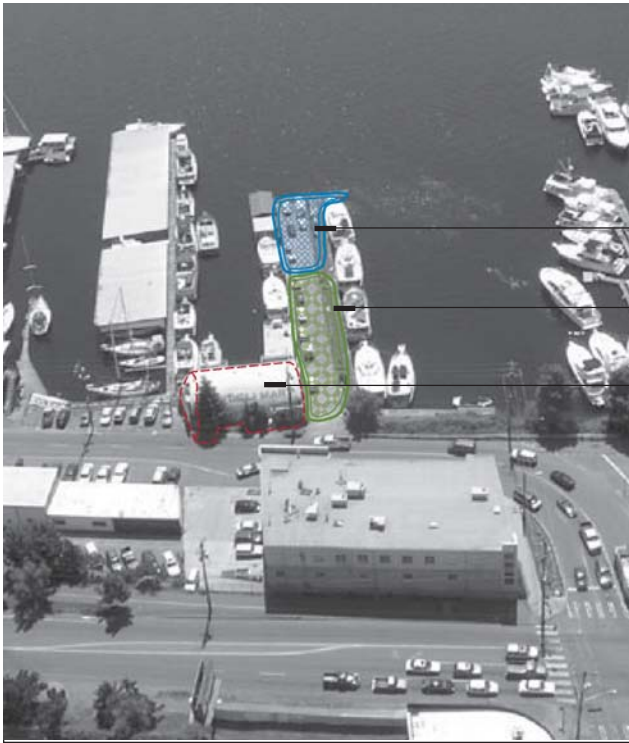
# Stone Way Pier: 2

## WATERBORNE TRANSIT / PUBLIC OPEN SPACE

### Summary

The Waterborne Transit Alternative explores the potential of the Stone Way Pier for a future waterborne transit station on North Lake Union. Waterborne Transit from the Stone Way Pier may include routes currently being studied such as the triangular inter-Lake Union connection (Fremont/Wallingford, UW, South Lake Union). Waterborne Transit at this site may be co-located with public recreational use of the pier, assuming existing lease issues were resolved.





*Waterborne transit docking.*

*Publicly accessible pier.*

*Use of existing structure for waterborne transit related functions, or continued retail*

## Alternative 2 Pros

- Maintains site in public domain
- Enhances public waterfront access
- Consistent with neighborhood planning
- Transit use consistent with site's original purchase for waterborne transit
- Transit connection to dense residential neighborhood and nearby employment centers (Adobe Systems, Stone Way employers)
- Strong connection to transit on Stone Way
- Potential to trigger needed Northlake Way infrastructure improvements (sidewalks, drainage etc.)
- Potential enhancement of natural habitat
- Public use and transit connection on regional non-motorized transportation corridor
- Supports in-city tourism and discretionary visits
- Nearby two private parking lots to meet additional parking demand

## Alternative 2 Cons

- Weak revenue generation potential for King County
- Public capital needed to renovate, operate and maintain public facility
- Shortage of dropoff/parking space on the site, very small dry land portion of site - complicated circulation for connection with waterborne transit
- Pedestrian improvements needed to ensure visitor safety
- Loss of commercial dock
- Dock currently under long term lease for commercial use
- Significant additional parking demand

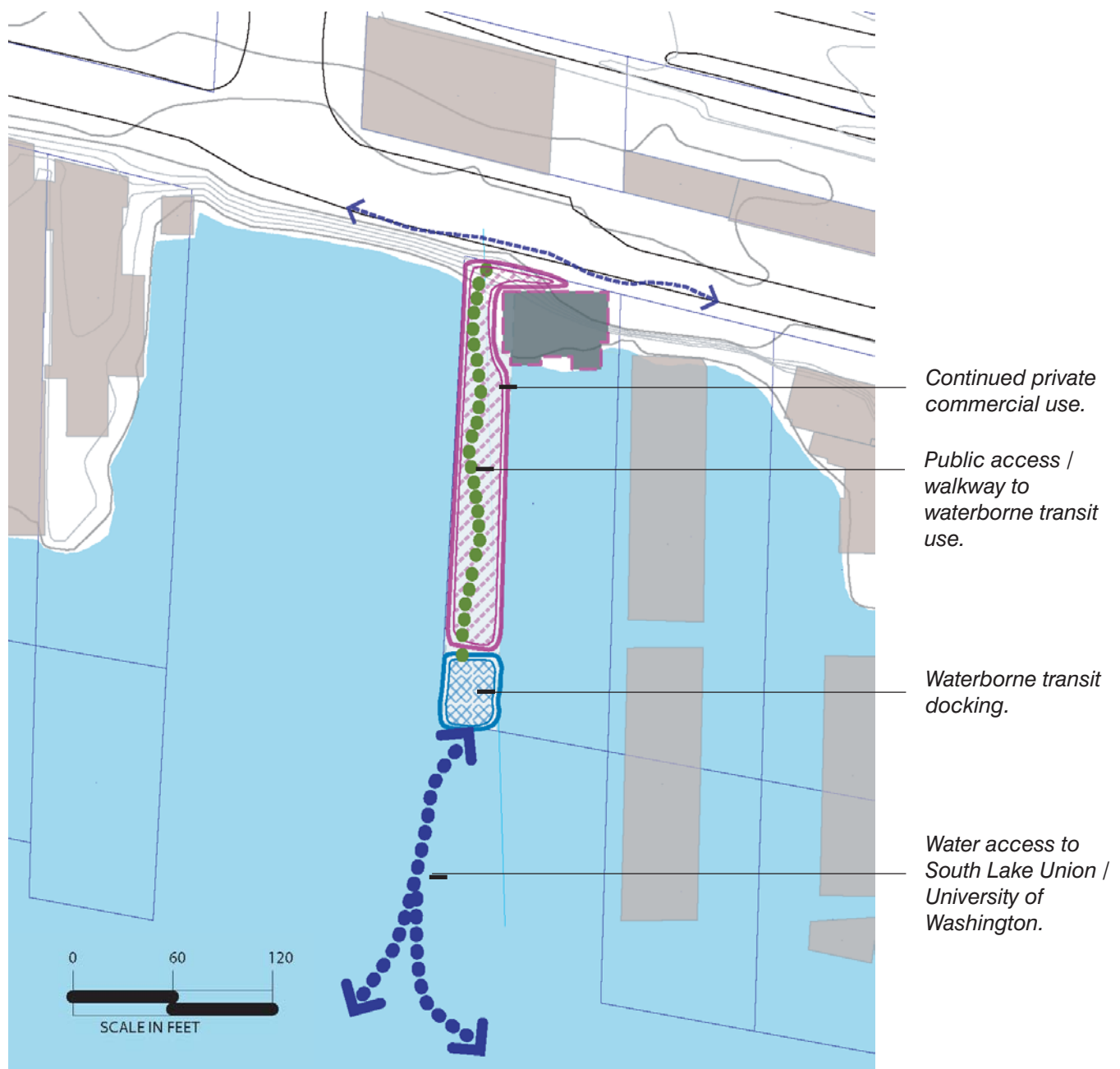
# Stone Way Pier: 3

## WATERBORNE TRANSIT / PRIVATE COMMERCIAL USE

### Summary

This alternative explores the potential of future waterborne transit use, combined with continued private / commercial use for most of the Stone Way Pier. In this alternative a continued private lease arrangement for the pier may be possible, with a portion of the pier being “leased-back” to the County for a transit use. Public access through the privately held portion of the pier would be required.

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August 2004

6. Alternatives



*Waterborne transit docking.*

*Public access to waterborne transit docking.*

*Private commercial use.*

### Alternative 3 Pros

- Continued revenue generation potential for King County
- Compatible with nearby maritime industrial uses
- Consistent with existing zoning and land use
- Meets strong demand for commercial boatyards and marinas on Lake Union shore
- Transit use consistent with site's original purchase for waterborne transit
- Transit connection to dense residential neighborhood and nearby employment centers (Adobe Systems, Stone Way employers)
- Transit connection on regional non-motorized transportation corridor
- Supports in-city tourism and discretionary visits
- Nearby two private parking lots to meet additional parking demand
- Strong connection to transit on Stone Way

King County Metro  
North Lake Union Master Plan

### Alternative 3 Cons

- Public capital needed to operate waterborne transit
- Potential conflict of private commercial use and public waterborne transit use
- Shortage of dropoff/parking space on the site, very small dry land portion of site - complicated circulation for connection with waterborne transit
- Pedestrian improvements needed to ensure visitor safety
- Dock currently under long term lease for commercial use
- Significant additional parking demand



## Stone Way Pier: 4

### CONTINUED CURRENT USE

#### *Summary*

This alternative assumes a continued private lease arrangement for the Stone Way Pier. Private commercial water-related uses continue on the site such as the current private marina use.



#### **Alternative 4 Pros**

- Continued revenue generation for King County
- Continues marine related commercial activity
- Consistent with zoning and land use regulation

#### **Alternative 4 Cons**

- Publicly owned site not in public use under private lease arrangement
- Limited public access under private lease arrangement